

CHAPTER EIGHT: FUTURE SERVICE “GROWTH SCENARIO”

FUTURE SERVICE CONSIDERATIONS

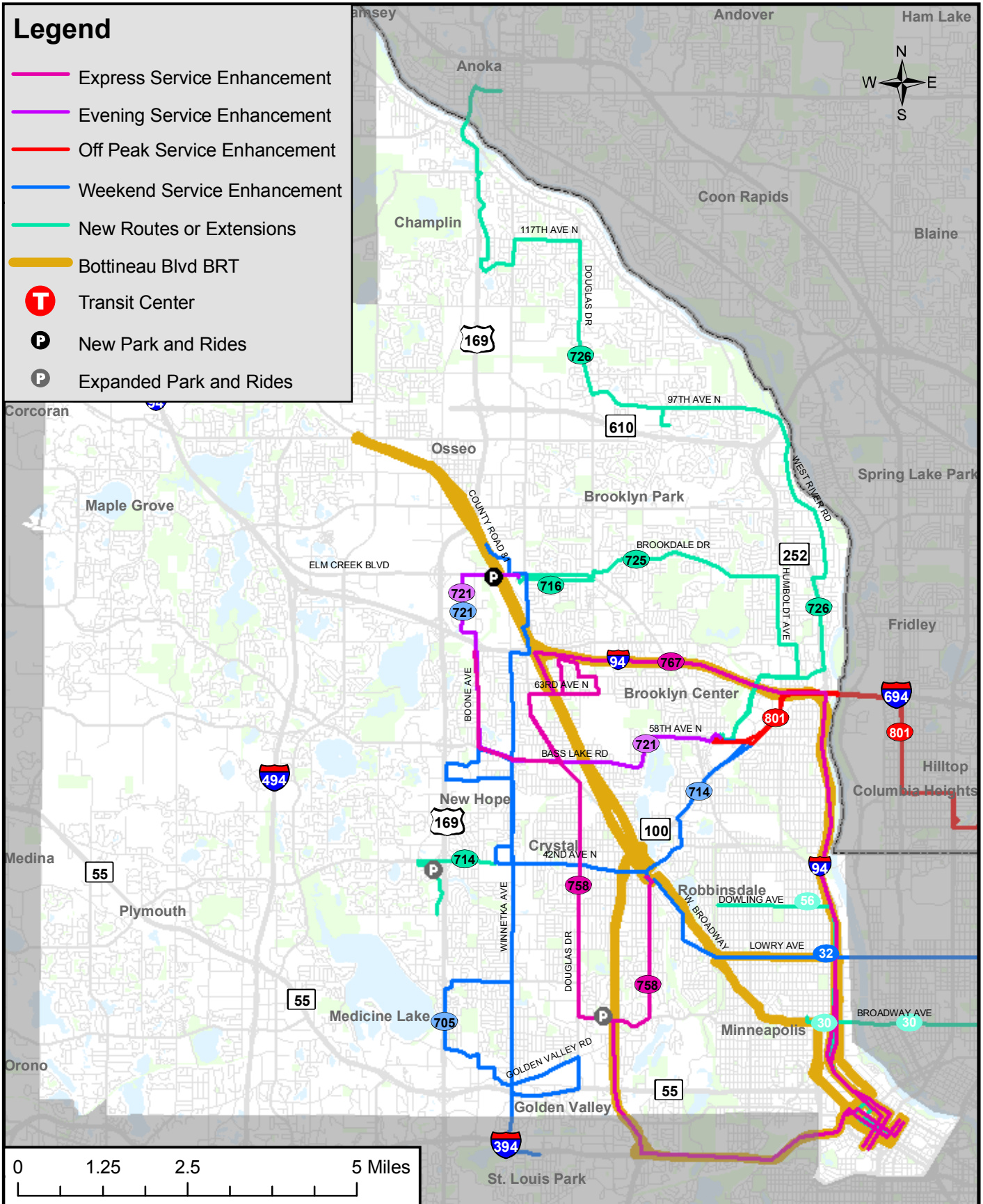
Metro Transit has prepared a list of future Northwest Metro Transit Study area service improvements that merit implementation as funding becomes available. The list has not been prioritized at this time. These potential considerations are displayed in the map in Figure 24.

Figure 23- Growth Plan	
Proposed Route	Routing Changes
30	New weekday and weekend Broadway Ave. crosstown route to connect north and northeast Minneapolis with Quarry Shopping Center.
32	Improve weekday frequency on Lowry Ave., add weekend service.
51	New limited-stop service between Robbinsdale Transit Center and downtown Minneapolis via County Rd. 81 and West Broadway.
56	New limited-stop service between Dowling Ave. corridor and downtown Minneapolis.
705	Add weekend service.
714	Add weekend service and extend the route into Plymouth.
716	Extension to Starlite Transit Center
720	New weekday and weekend crosstown route between Starlite Transit Center and Maple Grove's Arbor Lakes area.
721	Add evening and weekend service.
725	New east-west crosstown route connecting Brooklyn Center Transit Center and Starlite via Humboldt Ave. and Brookdale Dr.
726	New midday route serving Anoka, Champlin's Hwy. 169 corridor, 97th Ave., and Brooklyn Center Transit Center.
758	Additional service to accommodate an expanded Duluth St. park-and-ride.
767	Additional service from 63rd Ave. park-and-ride.
801	Midday service between Columbia Heights Transit Center and Brooklyn Center Transit Center.
BRT	High frequency weekday and weekend service along the County Rd. 81 corridor between downtown and Osseo.

FUTURE FACILITY CONSIDERATIONS

New facilities and infrastructure will need to be put into place to accommodate future growth in north Minneapolis and the northwest suburbs. Examples of future facility enhancements:

- **DULUTH STREET PARK-AND-RIDE LOT-** Currently Metro Transit has a 50-space joint-use park-and-ride lot located in the northwest corner of Highway 100 and Duluth Street in Golden Valley, on property owned by the Minnesota Department of Transportation (MnDOT). Staff is working with MnDOT to build a parking ramp on the site and expand park-and-ride capacity to 350 spaces and allow buses to serve the site directly. Additional Route 758 service will be needed to serve the larger park-and-ride facility.
- **BOTTINEAU CORRIDOR BUSWAY-**A total of 15 stations are planned for the Bottineau BRT project. In addition, a park-and-ride lot in the vicinity of Brooklyn Boulevard and County Road 81 will be needed to anchor the northern end of the busway. A key component of the BRT project is exclusive bus-only lanes north of Robbinsdale Transit Center.



Future Service & Facility Considerations (Growth Plan)

Figure 24

Hennepin County and Metro Transit are working with Burlington Northern Railroad, the owners of the railroad alignment parallel to County Road 81, to use its rail right-of-way for busway operations. Queue jumps and other transit advantages also are needed to make travel times on Bottineau BRT competitive with the automobile.